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It was also during his connection with the Gotha institute that von Sydow began that excellent survey of current European maps which he contributed to *Petermanns Mitteilungen* under the title of "Der kartographische Standpunkt Europas" from 1857 to 1872. This survey represented a new departure in geographical criticism. The irregularity and, in part, discontinuance of various later efforts along similar lines attest the unique fitness of von Sydow in this field and the difficulty of replacing him.

In 1860 von Sydow responded to the call to return to military life. He resumed his position as member of the Examining Board and as Professor of Military Geography at the Military Academy in Berlin. In 1867 he was appointed director of the Geographical-Statistical Section of the General Staff, with which organization he was associated until his death in 1873.

Although after his departure from Gotha von Sydow was no longer able to devote his time to school cartography, his methods had taken firm root in the Perthes institute and through it made their influence felt on the general development of school cartography in Germany. For it may be said that the recognition of the physical map as the basis of all geographic work and the representation of the relief of the earth's surface by means of the now standard colors, blue, green and brown, is the work of Emil von Sydow.

GEOGRAPHICAL RECORD

NORTH AMERICA

THE TRANSCONTINENTAL EXCURSION OF 1912. As a concise report on the Excursion will be published later, only a few special matters will be referred to here. The itinerary given in abstract in the September *Bulletin* (pp. 667-668) was adhered to in every particular with two exceptions: the return from Crater Lake on September 18 was made to Medford instead of to Klamath Falls (this change had already been decided upon before the departure of the Excursion); and the forced omission of St. Louis on October 8 because of a day lost through excessive rainfall at the Roosevelt Dam. Instead, the Excursion proceeded directly from Kansas City to Memphis, arriving there at the appointed time on October 9.

If the general impression made by the Excursion were to be summarized in a few words it would be to record the amazing number of distinct geographic types passed through in eight weeks. The wonder grew, especially among the European members, at the great variety of pictures that was constantly passing before their eyes. In this very rapidity of the changing scene lay the object-lesson of the Excursion, both to Europeans and Americans, namely the secret of the power of the nation that has by the vitality of its civilization knit together into one homogeneous whole, regions of such diverse geographical nature.

On the afternoons of October 17 and 18, meetings were held in the museum of the Hispanic Society of America at which papers were presented by a number of the European members. These papers, as well as others prepared by many of the foreign guests, will be published by the Society.

On the evening of October 17 a very enjoyable reception was given at the Society's house, with music by the Kneisel quartet and songs by Mr. Henry T. Burleigh. The Transcontinental Excursion ended with a dinner in honor of the European members at the Waldorf-Astoria on October 18. Before parting, each European member received a silver plaquette bearing a replica of the Society's building as a souvenir of the Excursion. The dinner was characterized by a spontaneity and informality that spoke of the ties of friendship that had grown up during the Excursion.

THE BRYANT EXPEDITION TO LABRADOR. The party included besides Mr. Bryant, President of the Geographical Society of Philadelphia, Mr. Russell W. Porter, topographer, two Newfoundland canoemen and two native guides. Three months, last summer, were spent in the exploration of the St. Augustine River, which enters the Gulf of St. Lawrence in Canadian Labrador. The party reached the Hudson Bay Company's post at the mouth of the river on July 6. On July 12 the ascent of the river was begun. Advancing in three canoes good progress was made, and on the fourth day the lower falls were reached, 55 miles from the mouth of the river. Its source was eventually attained in a lake on the Height of Land, 141 miles from the point where the stream enters the Gulf of St. Lawrence. Some time was spent in locating the Indian route of travel across the watershed. One of the canoemen had previously injured his knee and his condition obliged the party to return to the mouth of the river, which was reached on Aug. 23. According to *The Bulletin of the Geographical Society of Philadelphia* for October, 1912, Mr. Bryant's party was the first to ascend and correctly map this important river.

In addition to the geographical work accomplished, geological and entomological collections were made and photographs secured illustrating parts of the interior heretofore unvisited by white men.

OPENING OF LIVINGSTONE CHANNEL. The formal opening of the Livingstone Channel, 12 miles in length, through the shoal waters of Limekiln Crossing at the mouth of the Detroit River, occurred on October 19. This deep channel has been excavated through solid limestone and affords a straight and safe passage for the immense vessel traffic of the Great Lakes. The channel, 4⅘ miles of which lie in Canadian waters, has been some years under construction by the U. S. Government at a cost of about $10,000.000. Before its completion it was a constant menace to navigation. It is expected by shipowners that the next session of the Canadian Parliament will provide for constructing a channel on the Canadian side of Fighting Island, the estimated cost of which is not high, as excavation would be in earth. The work of widening Ballard's reef channel will be completed next season. (*Daily Cons. and Trade Rep., No. 260, 1912.*)

RELATION OF CLIMATE TO AGRICULTURE IN WISCONSIN. The University of Wisconsin Agricultural Experiment Station has issued *Bull.* 223, "The Climate of Wisconsin and its Relation to Agriculture," by Prof. A. R. Whitson and Mr. O. E. Baker. The bulletin contains excellent geographical material such as climatic maps both of the United States and of Wisconsin. The climatic influence of Lakes Michigan and Superior, of the Mississippi River valley and other river valleys comes out plainly. The small relief of Wisconsin is reflected in the slight variations of temperature due to difference in altitude; in no case does difference in altitude alone cause more than 2.5° F. difference in mean annual temperature. So marked is the influence of Lake Michigan upon the climate of the adjacent land that the mean winter temperature at the southernmost point of the state varies only 2° F. from that at the north end of the Door County peninsula. The effect of the lake in retarding spring is equally noticeable. Along the Mississippi River spring comes earlier than at corresponding latitudes on the shore of Lake Michigan.

The authors point out that, as far as crops are concerned, the temperatures above 42° F. are the ones which give "effective heat." While the valleys of the Rock and Mississippi rivers get a daily average of 20° F. of effective heat during the six growing months (April-September), the northern uplands get only three-fourths as much.

As a whole, Wisconsin experiences a very wide range of temperature. The average yearly range at Milwaukee is 107° F. At Barron, in the northwestern part of the state, it attains 129° F. The lowest temperature recorded is —50° F. and the highest 111° F., making an absolute range of 161° F.

The length of the growing season period (period between killing frosts) varies greatly from south to north, ranging from 175 days in the southwest to 75 days in the northern interior. The length of the former is that of the growing season in the Valley of Virginia; of the latter, that of parts of Saskatchewan and Alaska. Nearly 70 per cent. of the rainfall comes from April to September, when it can do most good to crops and pastures. The average snowfall for the whole state is not far from four feet a year.

Under the head of "Climatic Provinces" the authors list eight sections of the state, corresponding to the principal valleys, highlands and lake-shore strips. They point out that, while the influence of Lake Superior upon climate is very noticeable, as a factor in fruit growing, the influence does not extend over five miles inland. Maps show the relationship between climate, crops and dairying. Cheese factories are almost wholly confined to the region whose growing season is less than 150 days, while butter factories prevail in the corn belt, where the growing season exceeds 150 days. The two choice fruit-growing districts are two peninsulas, Door County peninsula extending into Lake Michigan and Bayfield peninsula, extending into Lake Superior.

R. H. WHITBECK.

CENTRAL AMERICA

A SOCIETY FOR SEISMOLOGICAL OBSERVATION IN COSTA RICA. This association was formed immediately after the intense seismic activity of 1910. Its object is to gather under one head the data collected by observers throughout the republic and to inaugurate a series of more systematic observation of the seismic and volcanic phenomena in Costa Rica. It will be known as the "Centro de Estudio Sismológicos." Its founders are Lic. Cleto González Víquez, former President of Costa Rica; Don Anastasio Alfaro, Director of the National Museum; Dr. Gustavo Michaud, Director of the Laboratory of Commercial Chemistry; Don Pablo Biolley, superintendent of the seismological service of the National Observatory; Professor Juan Rudin; Don Eliás Leiva; Don Higinio Cots; Don César Cots, and Don J. Fidel Tristán.

Stations have been established at San José, Heredia, Alajuela, San Carlos, Barra del Colorado and Puntarenas. Correspondents have also been appointed at Las Cañas, Liberia, Nicoya, Curridabat and Limón. The results of observation and study will be published in the "Anales del Centro de Estudios Sismológicos de Costa Rica," the first number of which was published at the beginning of this year.

SOUTH AMERICA

MEANS OF COMMUNICATION IN COLOMBIA. The main artery of communication is the Magdalena River, navigable for shallow-draught and stern-wheel steamers as far as La Dorada, 600 miles from its mouth and not more than 600 feet above sea-level. The detritus carried down from the upper river is undoubtedly silting up the river in its lower course. The friable nature of the soil in places increases the evil, which is further emphasized by the washing out of trees which encumber the river-bed and present serious obstacles to navigation. The fluvial tax of $2.50 per ton, charged on all merchandise carried on the river, if applied to the dredging and clearing of a navigable channel, would render navigation possible. In dry seasons a journey of six to eight days is often prolonged to twice that number and may be indefinitely delayed by the grounding of the steamer on a sandbank, where it remains until the river rises. This condition of affairs reached a climax at the end of 1911 and the beginning of 1912, when drought reduced the river-level by several feet below normal and almost caused the total suspension of the river traffic.

In Colombia there were, at the end of 1911, only 600 miles of railroad in operation. This total is made up of 12 distinct lines. Of these three unite, or are destined to unite, the adjacent Atlantic ports of Puerto Colombia, Cartagena and Santa Marta with the Magdalena River above the bar which obstructs its mouth to ocean-going steamers.

Failing river and railway communication, Columbia relies largely upon horse or mule transport, which is indeed the only practical means of locomotion in the mountain districts. The best road in the country is the Great Central North Road, a macadamized road which, when completed, will lead from Bogotá to Cúcuta, near the Venezuelan frontier, via Tunja, Toata, and Pamplona. (Condensed from *Board of Trade Journal,* Vol. 78, 1912, No. 813, p. 691.)

NEW LIGHTHOUSES IN PERU. Two new lighthouses, with flashlights, have been put in service off the North Peruvian coast since Sept. 24, 1912. Built on the Lobos de Tierra and Lobos de Afuera islands respectively, they are mounted on white, conical towers on the highest points of the islands. The Lobos de Tierra light is 73.6 meters above sea-level and is visible for 23 miles to an observer 6 meters above the water. The Lobos de Afuera light is 99.32 meters above the sea and is visible for 26 miles to an observer 6 meters above the water. (*Peru To-day,* Aug., 1912.)

A NEW CHILEAN PUBLICATION. Chile has a new monthly devoted to the industrial and economic development of forestry, fishery and hunting. It has been issued since July by the "Inspeccion General de Bosques, Pesca i Caza" at Santiago, and its title is *Boletin de Bosques, Pesca i Caza.* Special attention will be paid to the conservation of natural resources within the scope of these departments; also to the preservation of national, and the acclimatation of foreign species. Señor Félix Pinto Ovalle is the editor.

THE ARGENTINE METEOROLOGICAL SERVICE. The Argentine Weather Service was established by the late Dr. B. A. Gould in 1872, and the results of the observations up to the date of his retirement were printed in four large quarto volumes. The Service was continued along the same lines by the present Director, Mr. Walter G. Davis, until 1900. The first daily weather map was published in 1902. Forecasts are issued for thirty-six hours in advance. The daily weather maps show the conditions existing from Para (Brazil) to the southernmost limits of Argentina, extending over 55° of latitude. In addition to the central station at Buenos Aires, there are two principal observatories, at Cordova and at Chacarita, where special researches are carried on. A fully equipped meteorological and magnetic station is maintained at South Orkney, in latitude 61° S. The work of the meteorological office includes a seismological service, and this will soon embrace a line of stations along practically the whole of the north to south extent of the Republic. A hydrometric service and a magnetic service are also included. At the present time the Argentine Weather Service embraces 35 first order, 156 second order, 10 third order, and 1,600 rain-gauge stations. All of these are within Argentina and Paraguay. Observations are received daily from 12 stations in Brazil, 10 stations in Chile, and 6 stations in Uruguay ("The Argentine Meteorological Office," by Walter G. Davis.) *Symon's Met. Mag.,* April, 1912. R. DEC. WARD.

AFRICA

A FRENCH SCIENTIFIC EXPEDITION TO MOROCCO. A party of well-known specialists will shortly be sent to explore Morocco under the auspices of the Société Géographique de Paris aided by the Académie des Sciences, the Musée d'Histoire Naturelle and various banking institutions. According to the *Bulletin* of the Società Geografica Italiana for October, 1912, L. Gentil, whose work on Moroccan geology is well known, will have charge of the geology and mineralogy. Mr. Bauguil, the director of the Algerian veterinary department, will be in charge of agronomy. Mr. Pallary, who has devoted himself for fifteen years to the study of Moroccan fauna, will carry on further zoological research. The flora of the Chaouïa will be investigated by Prof. J. Pitard of Tours. These investigations are expected to last four or five years. They may be prolonged provided the necessary funds are raised by the Société Géographique de Paris. The results obtained will be published at the end of each year's work.

RESULTS OF THE SEGONZAC MOROCCAN EXPEDITION. The Sebu basin, in North Morocco, has been surveyed, as well as the valleys of the Wadis Rdem, Beth and Remel. The surveys show that the course of the Sebu is exceedingly sinuous in the region of its headwaters. A section of this meandering waterway revealed in one instance a curved bed 7 kilometers in length, the extremities of which were hardly a few meters apart. Despite the resulting inconvenience to navigation it was ascertained that the river is practically navigable throughout the whole year except in the vicinity of Mesra and Ksiri. In the neighborhood of Melaina only nine months of river navigation can be counted upon. It was also found that the harbor of Mehedia, at the mouth of the Sebu, has natural advantages that are lacking, for example, at Larash, farther north. Its depth of 3 meters would permit vessels of 1,000 tons to steam up the river. Farther inland the river port of Knitra was found to be susceptible of improvement. The Sebu here attains a depth of 5 to 6 meters along a section 4 kilometers in length, with low banks on either side.

The valley of the Rdem appears to be the most fertile of the basin, although the entire region explored seemed promising in this respect. According to the *Boll. Soc. Geogr. Ital.* for Oct. 1, 1912, the results obtained by the expedition will be issued in final form about January, 1913.

A NEW TILHO MISSION TO LAKE CHAD. Captain Tilho left France in June for the Chad district, where he is to replace Commandant Colonna de Leca. In addition to his military and administrative duties, Captain Tilho has been entrusted by the Académie des Inscriptions et Belles-Lettres, with the task of discovering the former course of the waterway connecting the Chad and Nile basins. He will also study the application of wireless telegraphy to the determination of astronomic positions in the field, and establish a triangulation framework to be used as a base for topographic surveys undertaken by officers stationed in the Chad district. This work will eventually result in a map similar to that of the region between the Niger and Lake Chad accompanying the reports of Captain Tilho's noted mission. (*Rev. Franc. de l'Etr. et des Col.*, October, 1912, p. 604.)

WHITE POPULATION OF THE BELGIAN CONGO. The census of the white population of the Belgian Congo, taken by the Government on Jan. 1, 1911, revealed a total of 4,003 individuals. Of these 2,432 were Belgians, 311 English, 215 Italians, 197 Portuguese, 188 Swedes, 121 Dutch, 88 Germans, 77 French, 71 Swiss and 62 Russians. The white population of the Katanga district comprised 747 Europeans, among which 313 were Belgians and 203 English. (*Mouv. Géogr.*, June 9, 1912.)

SURVEY OF THE NORTHEASTERN BOUNDARY OF THE BELGIAN CONGO. The survey of this section of the border of the Belgian colony was begun in 1900 as a result of a boundary dispute between the Belgian and German authorities. The English Government subsequently took part, both in the negotiations and the surveys, which were carried on intermittently until 1911. The first six years of this period were spent by the engineers in the Rusisi-Kivu region. The next two years were devoted to the district adjoining the 30th meridian east of Greenwich. A lull in the operations then ensued until 1911, when the Kivu-Mfumbiro survey was begun. The completion of work on this last section also marks the end of the whole task. The results of this undertaking consist in the establishment of a triangulation network extending over a length of 530 kilometers between latitude 1°18′ N. and 1°29′ S. The course of the Rusisi was determined during the first period. The location of the principal mountains in its valley was also ascertained. The western and northwestern shores of Lake Kivu were mapped. The cartographic output was a map of the Rusisi River on a scale of 1:200,000 and a map of Lake Kivu on 1:100,000.

The survey of the region along the 30th meridian was begun in 1903. In 1906 the two surveys were connected by a system of triangulation which connected the Rusisi-Kivu net to a conspicuous summit of Mt. Ihunga. This uplift is a remarkable feature of the topography of the region in which the British, German and Belgian boundaries meet. A triangulation base was also established in the region between 1° N. and 1° S. This served as a skeleton for a map on 1 :250,000 of the district along this meridian and between these parallels.

The purely scientific work accomplished consisted in measuring an arc of the meridian from 1° N. to 1° S., and the determination of gravity anomalies. According to a statement by J. Maury in the course of a lecture delivered at Brussels on Jan. 10, 1912, and before the Société Belge des Ingénieurs et des Industriels, the results of this work are to be published both in English and in French.

Divergencies between the British and Belgian Governments caused suspension of the work in 1909. Early in 1910 a commission composed of British, Belgian and German delegates met in Brussels for the purpose of settling this matter definitely. It was decided to adopt a preliminary boundary line starting at a point 0°54′03″ S.; 29°35′14″ E., on Mt. Ngabua and ending at the extinct peak of Mt. Sabyino. This boundary was then extended over the chain of volcanic peaks attaining Karissimbi and thence to a point on the northern shore of Lake Kivu. A party made up of British, German and Belgian surveyors took the field once more for this final determination. The Ngabua-Kivu triangulation base is one of the results obtained by this party. A map on 1 : 200,000 of the Ruchuru valley between 1° S. and the Sabyino parallel was also prepared as well as a 1 : 100,000 map of the German-Belgian frontier between Lake Kivu and Mt. Hehu.

AUSTRALASIA AND OCEANIA

Exploration of German New Guinea. According to information covering the period ending May 15, the expedition under the leadership of Dr. Stollé which was organized by the German Colonial Office and the German Colonial Society to explore the Kaiserin Augusta R., established its main camp in the Hunstein Mountains, above the village of Malu, which lies 270 miles from the mouth of the river (*Geogr. Anz.,* Sept., 1912, reprinted from *Deutsche Kolonialzeitung*, No. 29). An advance party of the expedition had penetrated 115 miles farther upstream to the mouth of the Frieda R., a tributary. Dr. W. Behrmann, geographer of the expedition, had previously traversed the Gazelle Peninsula by a new route. This peninsula consists of a plateau, 1,000 to 1,300 feet high, which has been formed by the ejecta of the volcanoes which rise above it to a height of 2,000 feet above sea level. Dr. Behrmann established a meteorological station on the Sattelberg near Finschhafen. This is the first institution of its kind in German New Guinea.

Rainfall of Australia. The Australian Central Weather Bureau has issued (under date of Sept. 25, 1911), an average rainfall map of South Australia and the Northern Territory. A "memorandum," prepared by Mr. H. A. Hunt, Commonwealth Meterologist, accompanies the map. Only stations with at least fifteen years' records have been used, and all data have been revised up to the end of 1910. The chart shows clearly the rapid decrease of the rainfall from the agricultural areas northwards to the interior, where, in the Lake Eyre basin, the average rainfall is under five inches. The area in square miles in which the fall is under 10 inches is given as 317,600 in South Australia and 138,190 in the Northern Territory. In the latter district the mean annual rainfall is given as 24.65 inches, ranging from 62.12 (at Port Darwin) to 5.54 inches; in the Pastoral Interior 7.26 inches, ranging from 12.99 inches to 3.79 inches; in the agricultural settled districts 18.93 inches, varying from 46.99 (at Stirling West) to 7.12 inches. The line (14-16 inches) representing the limit of safe agriculture is plotted on the map.

The Australian Weather Bureau has also issued, in the form of a picture postcard, an average rainfall map of the Commonwealth, together with a table showing the comparison between the total area of the United Kingdom and the different rainfall areas shown by grades on the rainfall map of Australia.

R. DeC. Ward.

Mr. Churchill's Polynesian Work. With the recent publication of the third volume of his series upon the speech of the Polynesian Pacific Mr. William Churchill is at the middle point of the major project which he is prosecuting with the approval and assistance, so far as relates to publication, of the Carnegie Institution of Washington.

In the first volume of the series the author essayed to clear away the linguistic problems which probably fall within the traverse of the Polynesian race out of Indonesia and into the Pacific. In the course of these particular studies he was able to mass proof of the distinct migrations of two stems of the race which migrated at wide intervals of time and first came together in Samoa, the Proto-Samoan and the Tongafiti migrations. Of the former he traced the voyages as far as Samoa in two traverses through Melanesia, emerging from the Malay Archipelago respectively north of New Guinea and south through the Arafura Sea and Torres Straits. In this work, "The Polynesian Wanderings," he established on linguistic grounds the dissociation of the accepted family of Malayo-Polynesians and settled the problems of Polynesian speech anterior to its settlement in the mid-Pacific.

The second work of the series, a monograph on the Beach-la-Mar jargon, dealt with certain minor linguistic characters which were found essential to the proper establishment of the character of the Polynesian as a simple isolating speech.

In the third work, the dictionary of Easter Island, Mr. Churchill has dealt with the Proto-Samoan element in its further migration eastward. Thus, westward and eastward, effectively earlier than the Samoan settlement and later, the loose ends have been disentangled.. Now the author is at the point where he may approach the central theme, the analytical study of modern Polynesian and its ancient source language. This will be effected through the means of a dictionary of Samoan with full philological apparatus covering the other languages of the family. To accomplish this dictionary it is necessary to publish Mr. Churchill's manuscript collections of Samoan myth and legend.

Upon this collection the author is at present engaged and has already made considerable advance. The material will fall little, if any, short of a million words and will amount to a thesaurus of Samoan literature. The first section of this work is already completed. It deals with the genealogies of Samoan families, and amounts in text and translation to 170,000 words. These records, several of which naïvely run back some half dozen generations anterior to "the creation of god," are of the utmost importance in the establishment of the chronometry of the race.

Another section, already advanced in treatment, will probably extend to about the same number of words. This is the manual of courtesy, a most remarkable feature of the life of savages. It is in a measure a Who's Who in Savagery, for it records for each Samoan hamlet the proper phrases of ritual address to be employed to each chief, it sets down the name of his house, of the place of deliberation of his tribe, the name called aloud when his kava is served, the title of his son and of his daughter.

A third section will be made up of the myth of the Samoans interlaced with history which it will be the end of this study to establish so far as values are ascertainable. The fourth section, separated only for motives of convenience in study, will contain similar material occurring in metrical form. It is hoped that the whole work, with accompanying monographs, may be completed in about a year and find publication in 1914.

EUROPE

Mapping by the British Ordnance Survey. According to "Report of Progress of the Ordnance Survey to March 31, 1912," there is no portion of the world's surface, of a similar area, which has been so minutely surveyed as the hundred and twenty thousand square miles which comprise the United Kingdom. The 1-inch ordnance map has been completed as well as revised twice, and the map will undergo a process of continuous revision so that none of the sheets will be over fifteen years out of date when issued to the public. The 6-inch and 25-inch maps of Great Britain have been completed as well as revised once. The same is true of the 6-inch map of Ireland. The 25-inch map of this island was begun during 1911-1912 and will be finished in 1914. It is also planned that the revision of the 25-inch map of the United Kingdom shall be continuous in such a way that each sheet shall be revised once in 20 years. The revision includes that of the vertical framework, that is of the levelling, and also the keeping in repair of the horizontal framework or triangulation. It also provides more points wherever required. In addition to the above, ½-inch maps on the layer system are being prepared by the Ordnance survey. It was ascertained that the hypsometric coloring used on these maps found ready favor with the officers. The first revision of the ¼-inch map of England is almost finished and more than half of the ¼-inch map of Scotland has been once revised.

WIDENING THE KIEL CANAL. The increasing size of steamships has necessitated widening this waterway to almost twice its capacity. According to the new plans the canal will have a section of 825 square meters, instead of 413 square meters. The terminal locks will be replaced by the two largest in the world, not excepting those at the Canal Zone. These locks will be 330 meters long, 45 meters wide and 13.77 meters deep. Construction work is now being carried on without hindrance to navigation. The widened canal will be completed by 1915. (*Le Tour de Monde,* Oct. 5, 1912.)

THE BULLETIN OF THE SERVIAN GEOGRAPHICAL SOCIETY. The Servian Geographical Society, founded in Belgrade in 1910, has issued the first number of its *Bulletin* (*Glasnik Srpskog Geografskog Drushtva*), which will be issued twice a year. Its form is large octavo, the first number containing 151 pp., with a supplement in French announcing the *Bulletin* programme and giving an abstract of each of the leading papers. These supplements will be bound with the copies of the *Bulletin* sent to foreign lands. The editors are Dr. J. Cvijić, professor of Geography at the Royal Servian High School, and Dr. Paul Vujevic, professor of Climatology and Meteorology at the University of Belgrade. The publication will be especially devoted to the geography of the Balkan Peninsula and neighboring lands, investigations of their physical phenomena, geographical theories and scientific methods, a bibliography of studies in geography and its allied sciences relating to the peninsula and a record of the work and proceedings of the Servian Geographical Society. The first number is handsomely produced and is illustrated by half-tone engravings, diagrams and sketch maps.

ARCTIC

DR. DE QUERVAIN'S TRIP ACROSS THE GREENLAND ICE-CAP. The expedition consisted in addition to Dr. Quervain of six Swiss savants. It started with twenty-nine dogs, three sleds and ten Eskimo bearers. The first difficulty was the reluctance of the bearers to persevere in the venture. They promised to accompany the party for five days, but one by one they deserted. One only stuck through the whole journey.

The ascent toward the interior plateau took ten days, and, on June 20, the expedition began the real journey of crossing the ice wastes. At first they travelled only sixteen miles a day with a view to sparing the dogs. There were tremendous ice crevasses all around. They were in the most dangerous part when suddenly, while on the thin ice of an inland lake, the whole expedition was immersed. On emerging they found that their clothing had been frozen stiff, but fortunately only some of their provisions had been lost.

Gradually the dog marches were extended to twenty-eight miles a day. They were frequently almost overwhelmed by fierce blizzards. The highest point, 8,330 feet above the level of the sea, was reached on July 12. This was in longitude 41°42′ west, latitude 67°23′ north.

Meanwhile the expedition had touched Peary's and Nordensjöld's tracks. It was ascertained that Nordensjöld's Laplanders had not gone so far as had been stated. Their high records did not tally with the facts.

To the northward of Sermilik fiord a great, new mountainous region was located and christened Switzerland. The highest peak seen, 9,200 feet above sea level, was named Mount Forel. It is the second highest peak in Greenland. At this time a new danger threatened the expedition. The food cache on the east coast could not be located owing to an error of the map, but fortunately Angmagsalik was not far away.

Dr. Quervain says the inland ice is not so regular in its formation as has hitherto been assumed. The lowest temperature encountered was —23°. Flora was absent, but birds were located as far as 41° W. Long. The dogs behaved excellently and it was with sorrow that they were slaughtered, but this had to be done as they would not be allowed to enter Angmagsalik. Dr. Quervain is convinced that the dogs are better for this sort of work than the ponies which Captain Koch proposes to use in his expedition. (*The Sun,* Oct. 4, 1912.)

GENERAL

A NEW EDITION OF THE "ATLAS UNIVERSEL DE GÉOGRAPHIE." At the meeting of June 7, 1912, of the Société de Géographie, Mr. Shrader announced that the second edition of the Atlas edited by himself is in an advanced stage of completion. The revision of this new edition is facilitated by the excellence of the original work.

A NEW PERIODICAL ON INTERNATIONAL ECONOMICS. A new periodical on international economics entitled "*Weltwirtschaftliches Archiv.-Zeitschrift für allgemeine und spezielle Weltwirtschaftslehre,*" will appear in 1913. It will be edited by Dr. Bernhard Harms, professor of political economy at the "Staatswissenschaftliches Institut" of the University of Kiel, Germany. Its chief aim will be to create a central organ, in which all branches of modern international economics, such as exchange of products, migration of capital, international enterprises, etc., may be discussed from a purely scientific standpoint, theoretically as well as practically. Special stress will be placed upon the exposition of the actual facts and the theoretical analysis of the causes and effects of international economy. New books and papers, bearing on subjects appropriate to the magazine, will be reviewed. The editor is a prominent German scholar. He is well known through his book on "Volkswirtschaft und Weltwirtschaft" (1911). He is now writing a work on Canada from the economic viewpoint. His name guarantees a first-class publication.

CHARLES L. HENNING.

THE WINDS OF THE UNITED STATES. In his recent paper (The Winds of the United States and their Economic Uses. *Yearbook, Dept. of Agric. for 1911,* pp. 337-350. Washington, 1912), Mr. P. C. Day rightly says that there is need of a compilation of the available data "in convenient form for ready reference by those interested in the study of the winds, either in scientific investigations or in the practical application of their energy to serve our everyday needs." The present account is a summary of a larger monograph on the same subject which Mr. Day has in hand for publication as a *Bulletin* of the Weather Bureau. On the basis of observations for the 20-year period 1891-1910, inclusive, charts have been constructed showing the average hourly velocities of the wind and its direction, for special months and hours of the day. Diagrams are also given showing the daily march of the winds and their variations at different levels. The somewhat difficult question of changes in velocity due to elevation has been carefully considered in constructing the new charts. The high and favorably distributed wind velocities over the Great Plains, which was clearly brought out by Dr. Frank Waldo some fifteen years ago, appears very markedly on Mr. Day's charts. Emphasis is laid upon some of the economic aspects of wind movement, attention being drawn to the localities favorable for the use of windmills; to devices for obtaining electrical energy from wind power, and to the relation of the winds to aviation. Those who are interested in the more thorough study of American climatology will look forward with pleasure to Mr. Day's complete report. R. DEC. WARD.